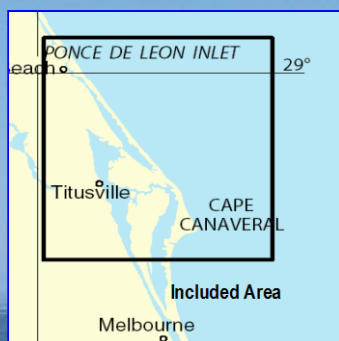


BookletChart™

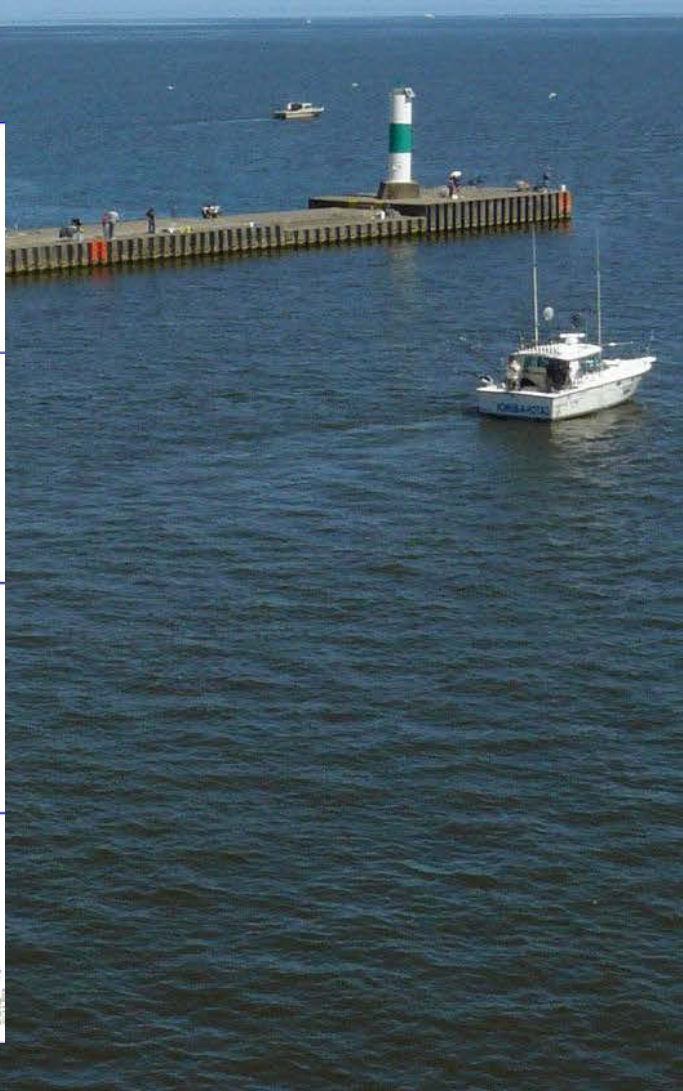
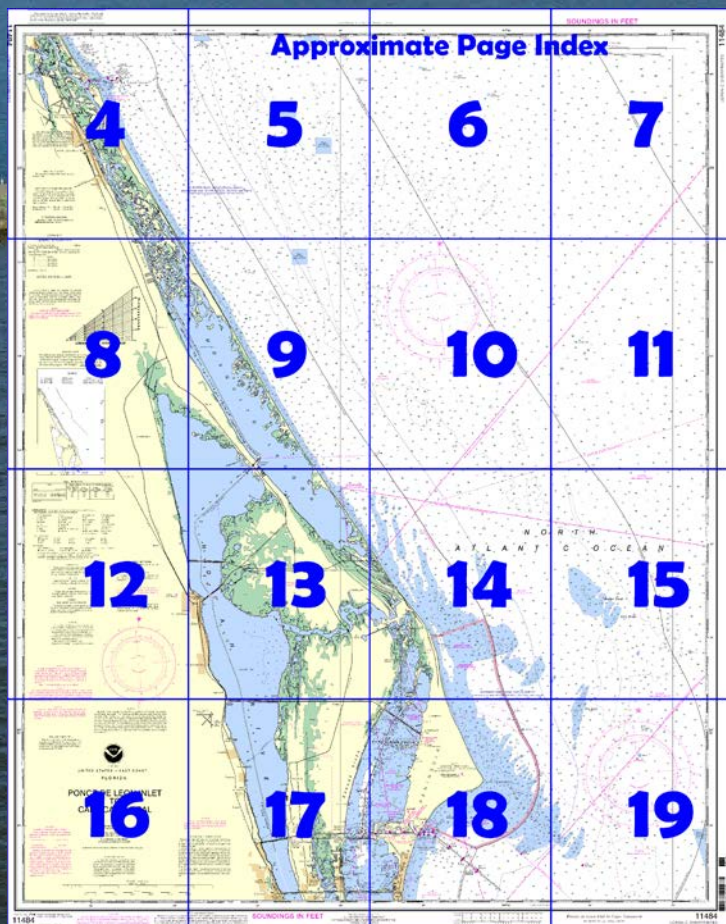
Ponce de Leon Inlet to Cape Canaveral **NOAA Chart 11484**



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11484>.



(Selected Excerpts from Coast Pilot)

From Ponce de Leon Inlet to False Cape the coast is straight. The 5-fathom curve is about 0.5 mile offshore for a distance of 24 miles. Beyond this distance dangerous shoals, wrecks, and numerous fish havens will be found up to 15 miles offshore.

Ponce de Leon Inlet (see chart 11485) is 53 miles southward of St. Augustine Light and 41 miles northwestward of Cape Canaveral Light. It is used by recreational and small commercial vessels bound for New Smyrna

Beach or Daytona Beach, as well as others entering for an anchorage. **Ponce de Leon Inlet Light** (29°04'50"N., 80°55'41"W.) is shown from a red brick conical tower on the north side of the inlet.

The inlet, protected at the entrance by jetties, is entered through a channel that leads over a bar and through the jetties. The outer end of the north jetty is marked by a light, and the inner end of the jetty is awash. In 2010, the controlling depth through the inlet was 14 feet. Safe navigation may also be hampered by numerous recreational fishing vessels that anchor inside the north jetty. Local knowledge and extreme caution is advised.

Currents.—The current through the inlet is strong. It is reported that the average ebb is 3 knots, however, this can increase to 5 or 6 knots with southeasterly winds. High water occurs about the same time as at Mayport.

Inside the inlet, three channels lead to the Intracoastal Waterway; northward through Halifax River, westward through **Rockhouse Creek**, and southeastward through Indian River North. The channels through Halifax River and Indian River North are marked by buoys. In 2010, the midchannel controlling depth was 5 feet; thence in 1986, the midchannel controlling depth in Rockhouse Creek was 7 feet; thence in 2010, the controlling depth was 9 feet to the Intracoastal Waterway by way of Indian River North.

Ponce de Leon Inlet Coast Guard Station is on the south side of the entrance to Ponce de Leon Inlet. Supply and repair facilities inside the inlet are described in chapter 12.

The Intracoastal Waterway is just inside the entrance to Ponce de Leon Inlet, passing through Halifax River from the north and Indian River North from the south.

About 10 miles southward of Ponce de Leon Inlet is **Turtle Mound**, a prominent hill 50 feet high. It is under the protection of the Florida State Historical Society. The original Indian name was **Mount of Surruque**. It was charted on Florida maps in 1564. Spanish galleons stopped here for repairs, wood, and water.

Eldora is a fishing camp 11.5 miles southward of Ponce de Leon Inlet. **False Cape**, about 7.5 miles northward of Cape Canaveral Light, is the name given to a small part of the coast which it resembles when seen from seaward.

The **John F. Kennedy Space Center** and the **Cape Canaveral Air Force Station** occupy most of **Canaveral Peninsula** and **Merritt Island**, the large land areas between the ocean and the Banana and Indian Rivers, from Mosquito Lagoon on the north to Port Canaveral on the south. The huge Vehicle Assembly Building at the center, said to be one of the world's largest buildings, is visible far from shore. When closer in, other buildings and the mobile service towers at the cape are also conspicuous from all directions.

A **restricted area** has been established in the navigable waters contiguous to the area offshore of the John F. Kennedy Space Center. (See **334.525**, chapter 2, for limits and regulations.)

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40-mile radius of Cape Canaveral because missile debris containing unexploded ordnance exists in the area.

Cape Canaveral, where the coast makes a sharp bend westward, is low and sandy. The shore in the vicinity of the cape is constantly moving eastward. **Cape Canaveral Light** (28°27'37"N., 80°32'36"W.), 137 feet above the water, is shown from a white and black horizontally banded conical tower 1 mile inshore from the cape.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander

7th CG District

Miami, FL

(305) 415-6800

Table of Selected Chart Notes

Corrected through NM Jul. 02/11
Corrected through LNM Jun. 21/11

INTRACOASTAL WATERWAY

Use chart 11485. The channel depths and markers are not shown hereon.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE F

CANAVERAL HARBOR CHANNEL

The project depths are 44 feet. For controlling depths use chart 11478.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PONCE DE LEON INLET

The charted soundings reflect conditions as of August 2007.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Mercator Projection
Scale 1:80,000 at Lat. 28°44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

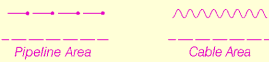
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ◦ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Daytona Beach, FL KIH-26 162.40 MHz
Melbourne, FL WXJ-70 162.55 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.995" northward and 0.813" eastward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTED

WEATHER ROCKET IMPACT AREA

Mariners are cautioned against possible hazards in the impact area, shown by a thin dashed magenta line, due to falling rocket casings.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE C

Trawlers or other vessels should exercise caution while dragging the ocean floor within a 40 mile radius of Cape Canaveral, Florida, since it is known that missile debris, some of which may contain unexploded ordnance, exists in the area.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE B

The heavy dashed magenta lines represent the limits of launch hazard areas associated with the majority of launches from Cape Canaveral. Launch debris may fall within these areas. See Notice to Mariners or contact the Coast Guard for launch hazard areas specific to each launch and the times they will be in effect.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT Lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	S: M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm: submerged
ED existence doubtful	PA position approximate	Rep reported	

2L Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: - - - - -

TIDAL INFORMATION

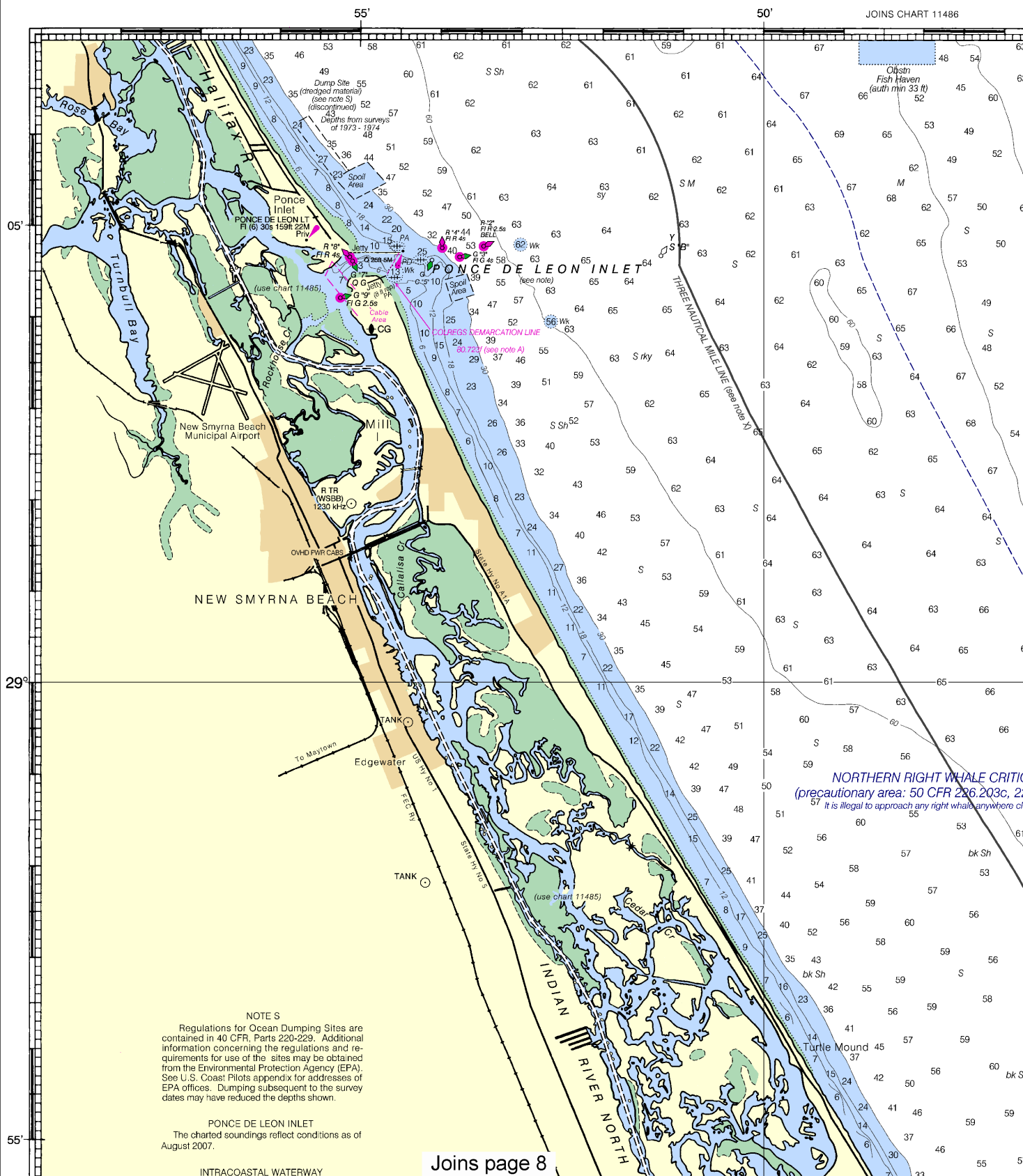
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Port Canaveral Entrance, FL	(28°24'N/080°36'W)	4.2	3.8	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Jun 2011)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

11484

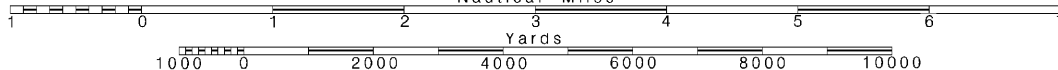
4



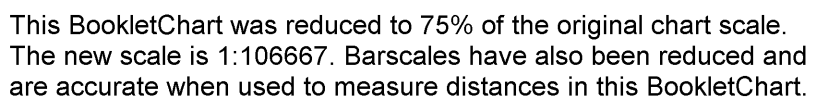
Printed at reduced scale.

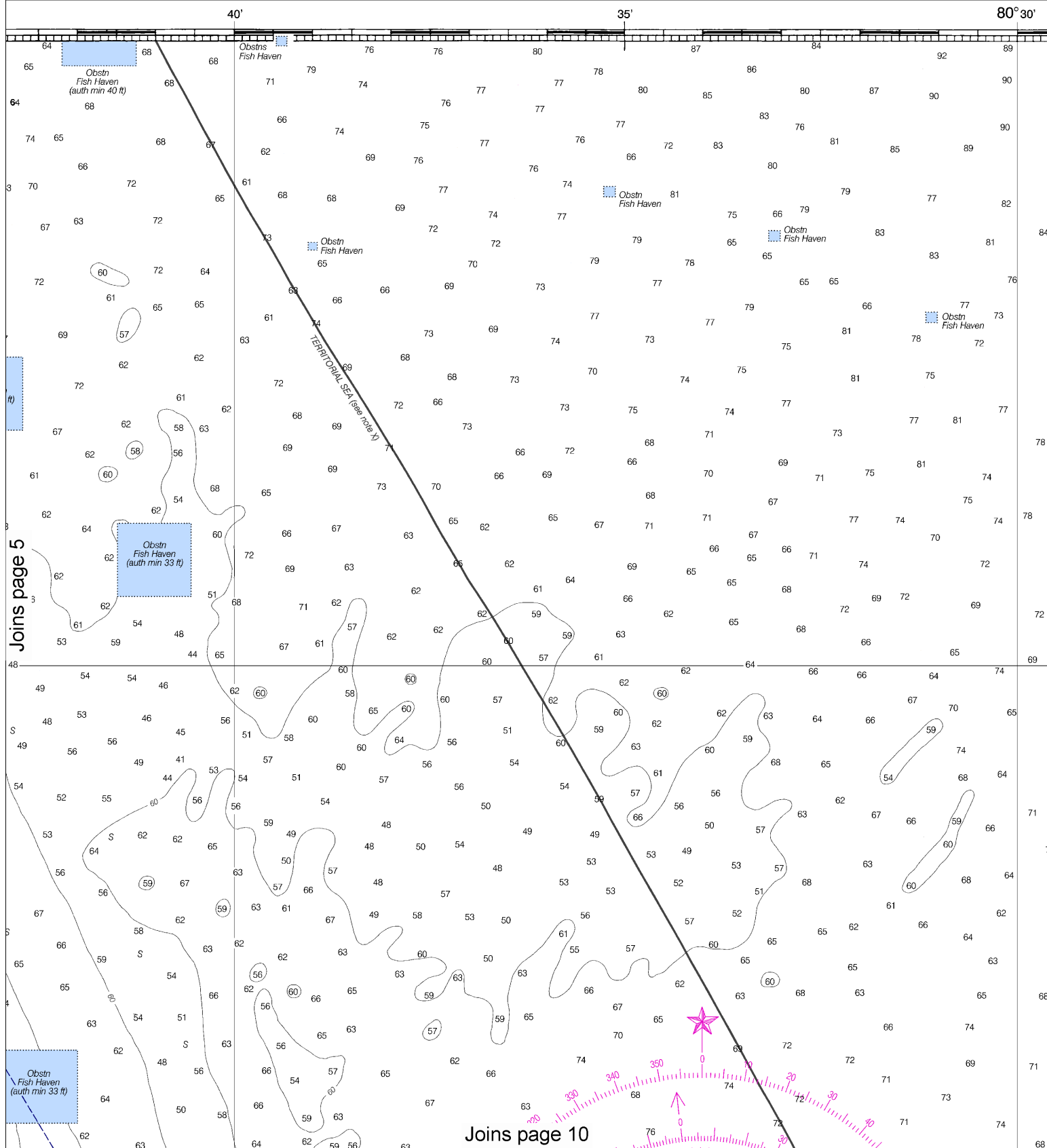
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid lines are aligned with true north.





Joins page 5

Joins page 10

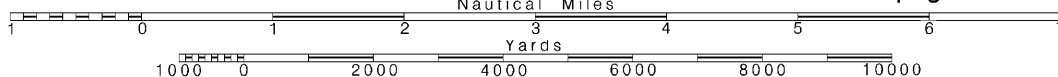
6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

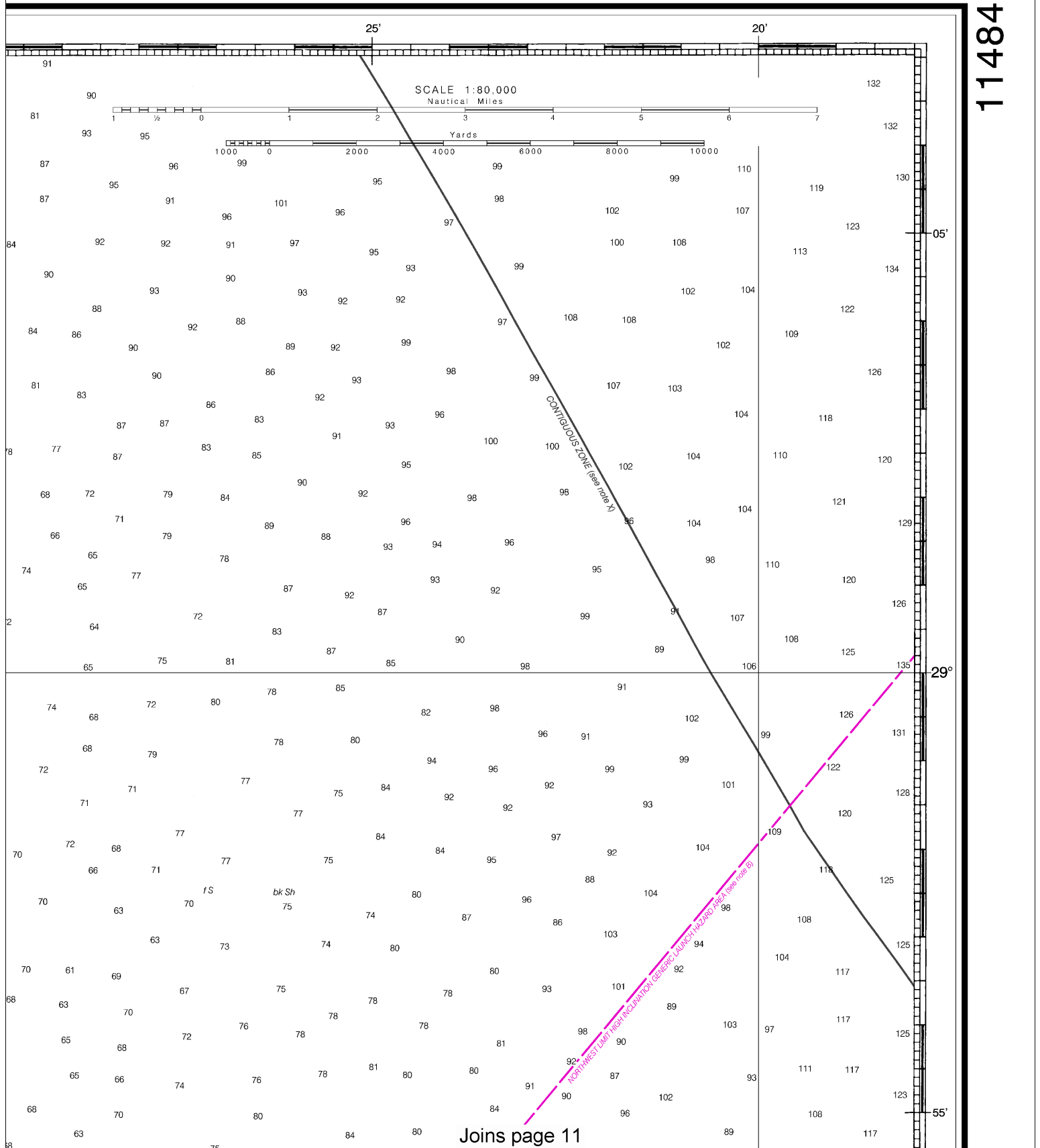
SCALE 1:80,000
Nautical Miles

See Note on page 5.



SOUNDINGS IN FEET

11484



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
 NGA Weekly Notice to Mariners: 4712 11/24/2012,
 Canadian Coast Guard Notice to Mariners: n/a.



Joins page 4

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

PONCE DE LEON INLET

The charted soundings reflect conditions as of August 2007.

INTRACOASTAL WATERWAY

Use chart 11485. The channel depths and markers are not shown hereon.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Daytona Beach, FL KIH-26 162.40 MHz
Melbourne, FL WXJ-70 162.55 MHz

NOTE X

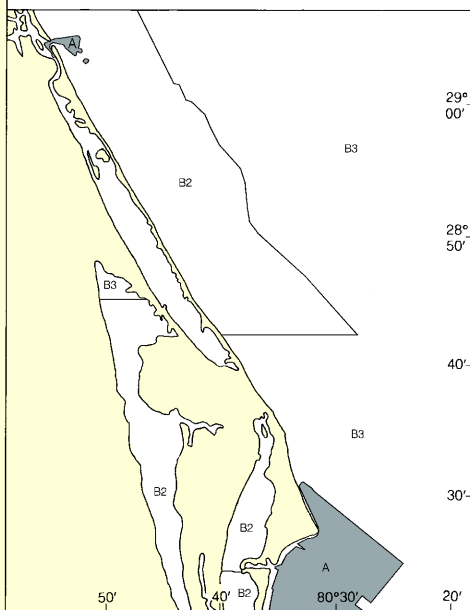
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2007	NOS Surveys	full bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage



TIDAL INFORMATION

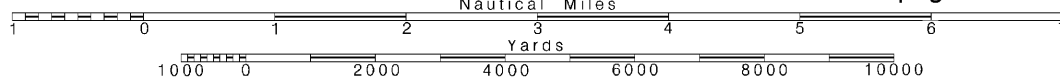
PLACE	Height referred to datum of soundings (MUTMA)
NAME	(LAT/LONG)
	Mean Higher High Water
	Mean High Water

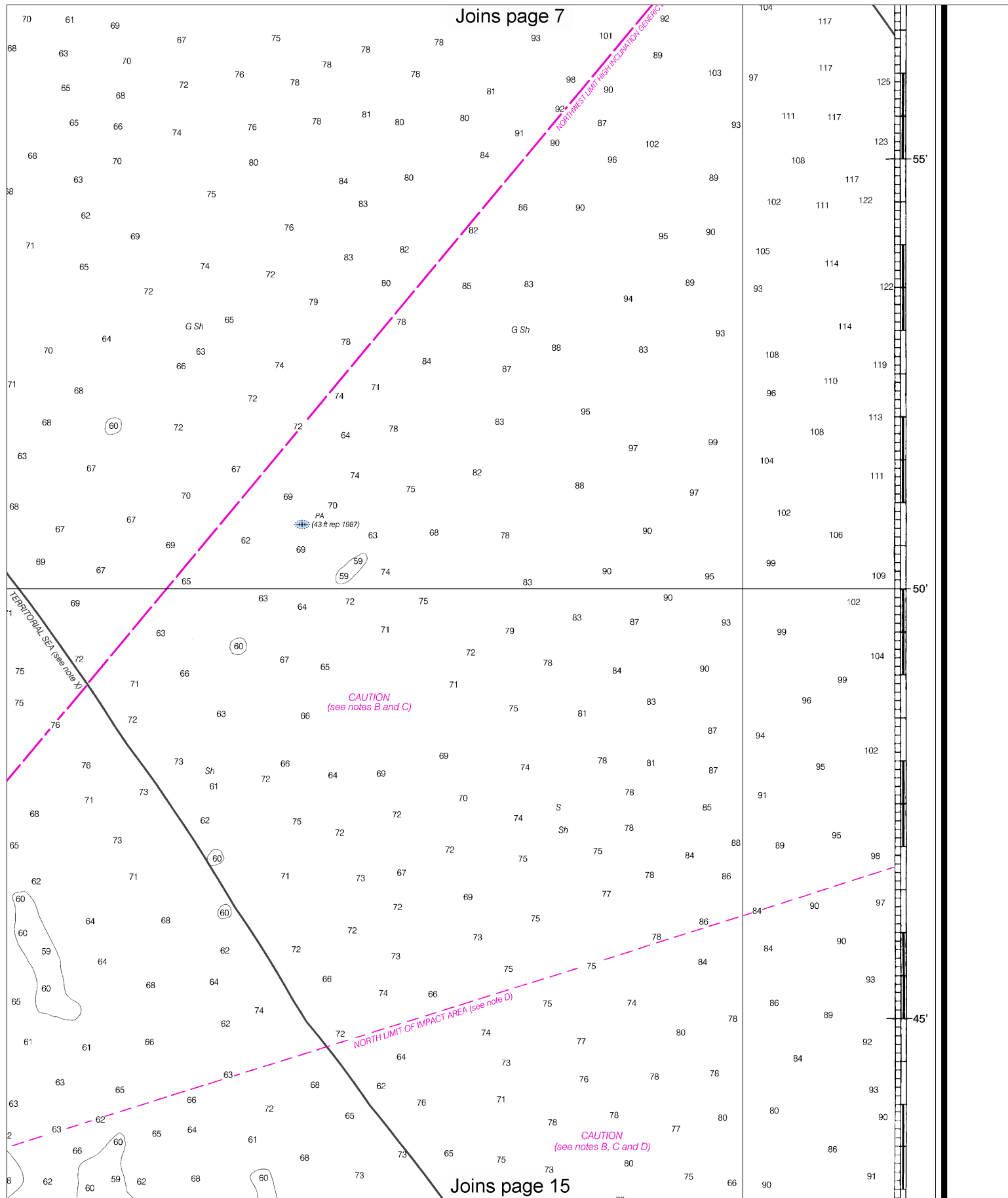
Joins page 12

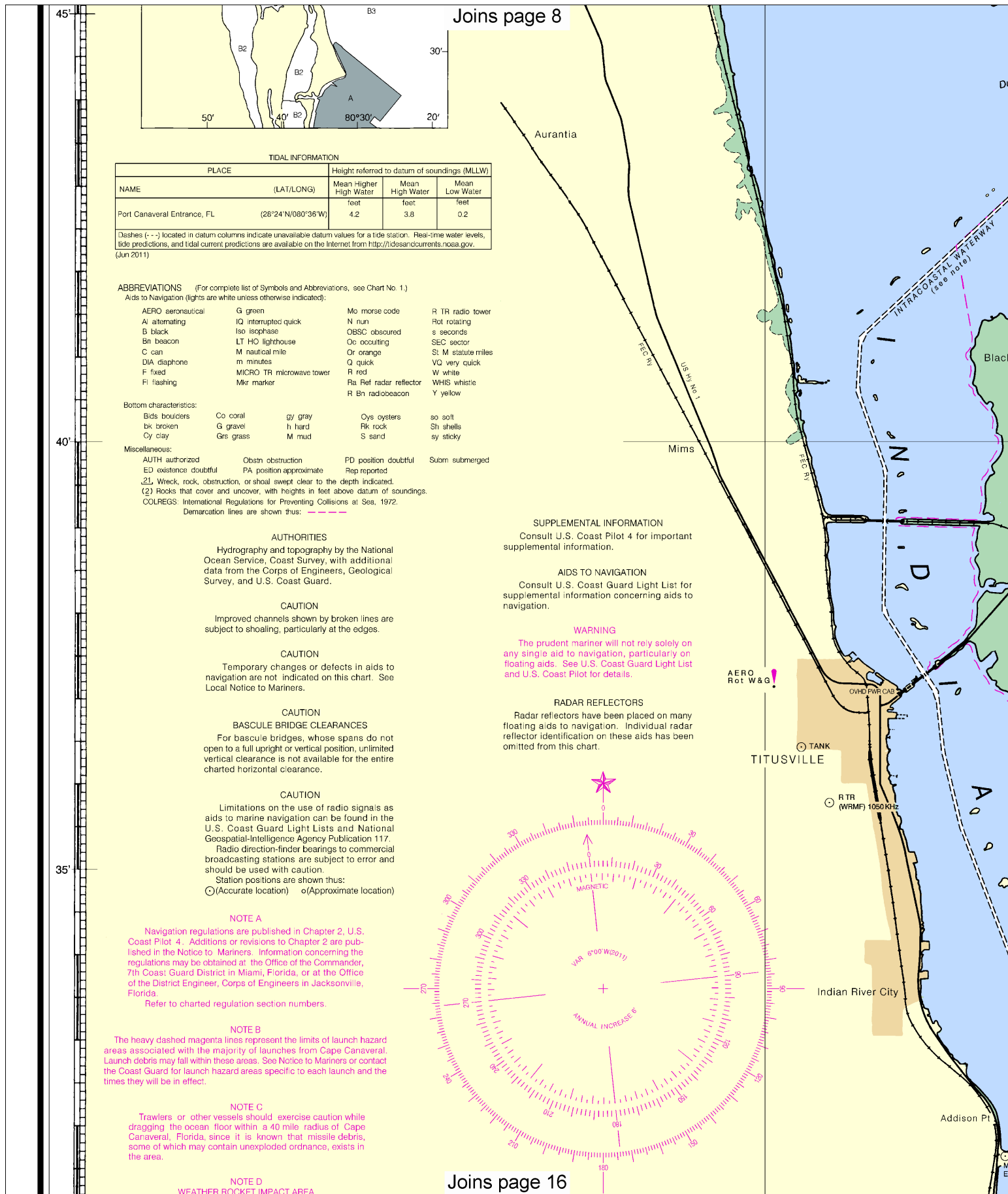
Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

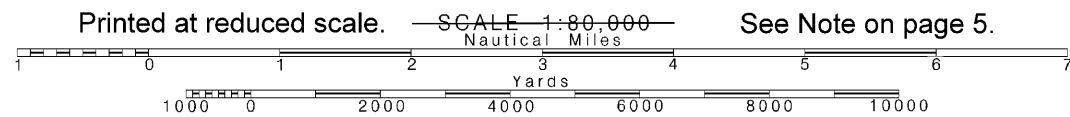
See Note on page 5.



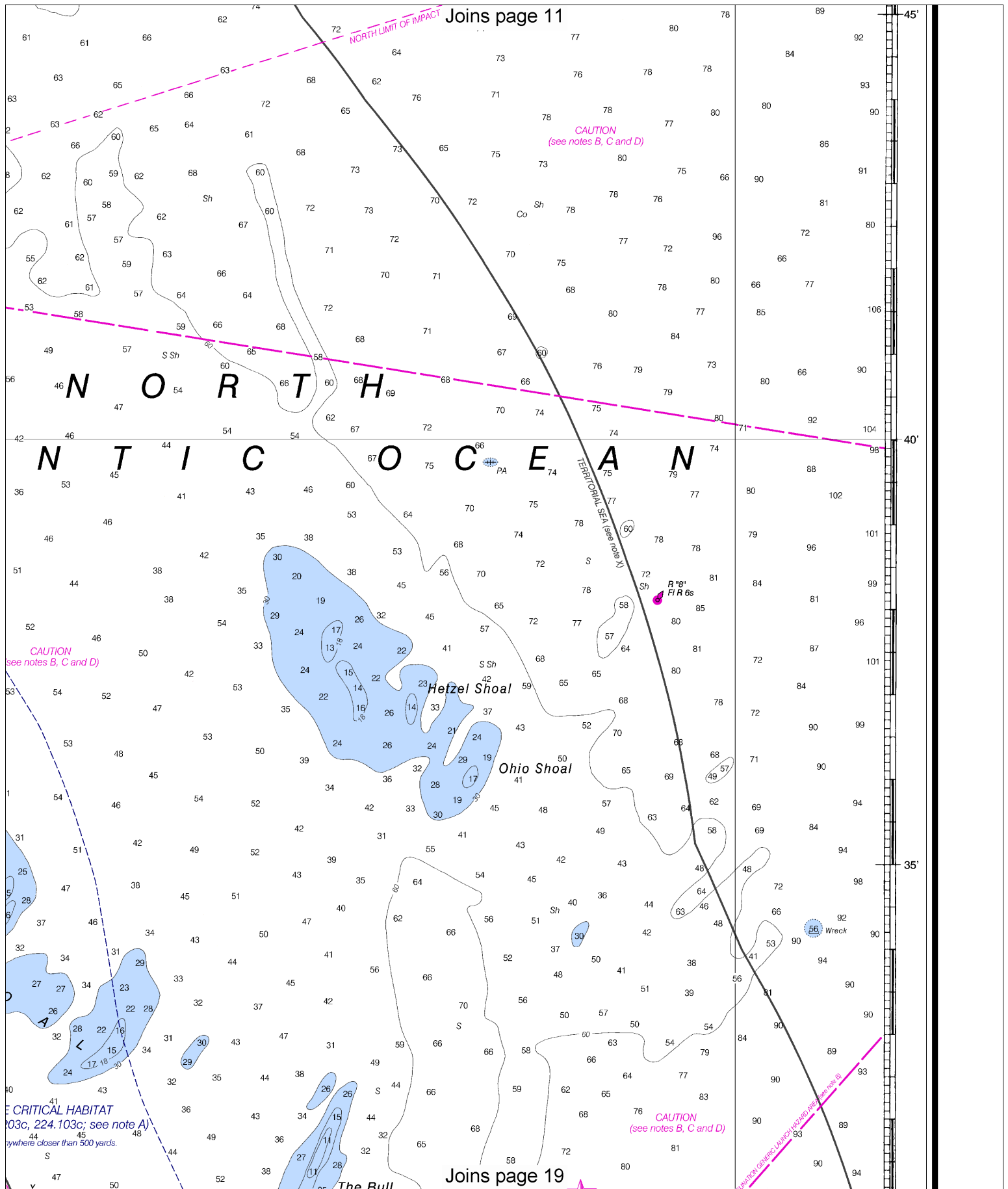




Note: Chart grid lines are aligned with true north.



See Note on page 5.



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NOTE D
WEATHER ROCKET IMPACT AREA
Mariners are cautioned against possible hazards in the impact area, shown by a thin dashed magenta line, due to falling rocket casings.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST
FLORIDA

PONCE DE LEON INLET TO CAPE CANAVERAL

Mercator Projection
Scale 1:80,000 at Lat. 28°44'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.995" northward and 0.813" eastward to agree with this chart.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

HURRICANES AND TROPICAL STORMS

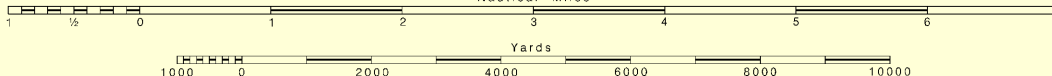
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Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

SCALE 1:80,000

Nautical Miles



1000 0 2000 4000 6000 8000 10000

55'

50'

24th Ed., Jul. /11 ■ Corrected through NM Jul. 02/11
Corrected through LNM Jun. 21/11

11484

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

PRINT-ON-DEMAND CHARTS

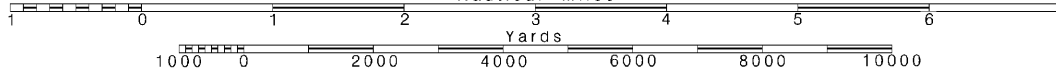
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA and critical corrections. Charts are printed when ordered using Print-on-Demand Editions are available 2-8 weeks before their release as traditional NOAA charts. For more information about Print-on-Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov> or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

Note: Chart grid lines are aligned with true north.

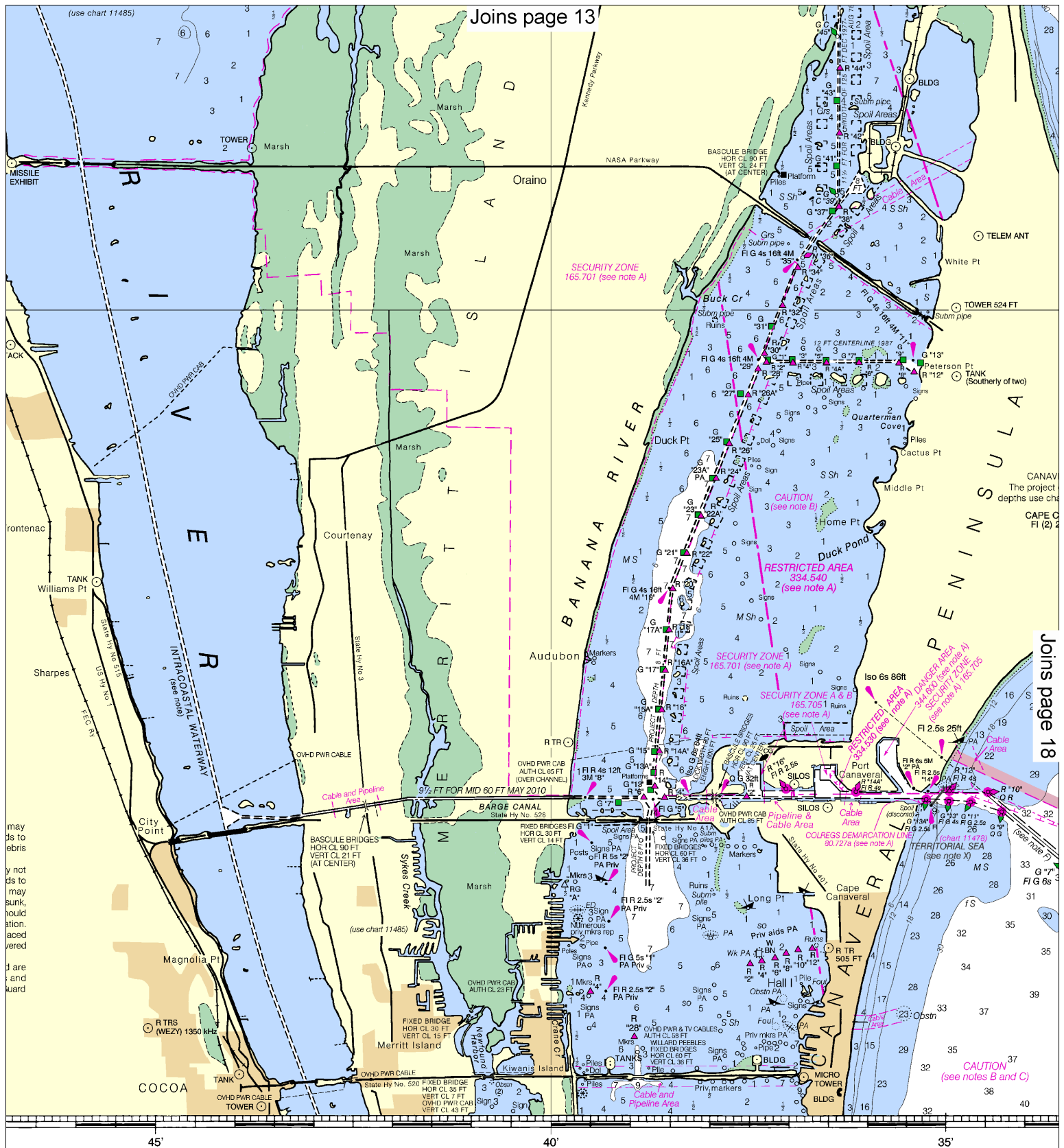
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SCALE 1:80,000
Nautical Miles

See Note on page 5.



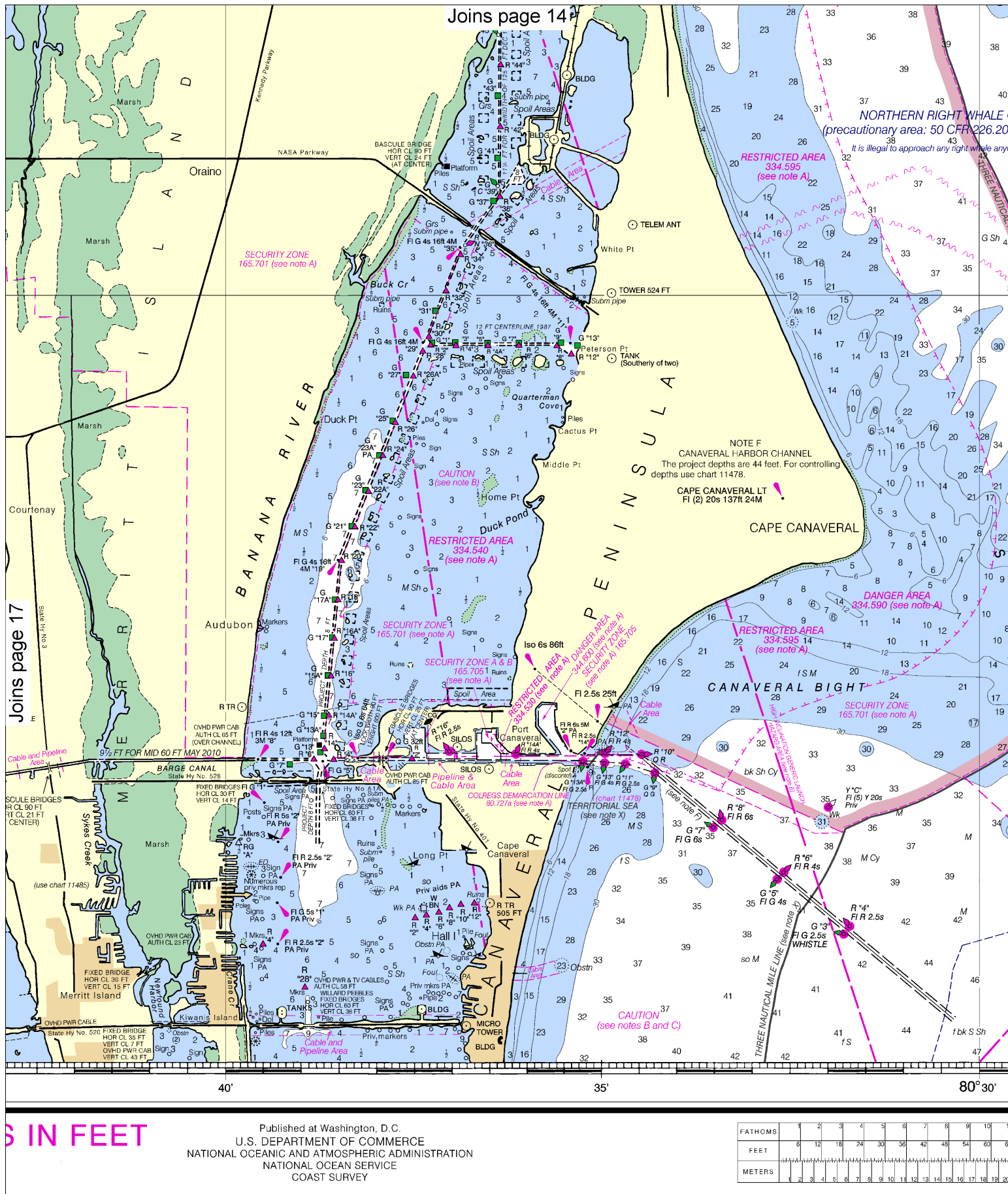
1000 0 2000 4000 6000 8000 10000



for Notices to Mariners
and technology. New
s. Ask your chart agent
ov/ldrs/inquiry.aspx, or

SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL COAST SURVEY

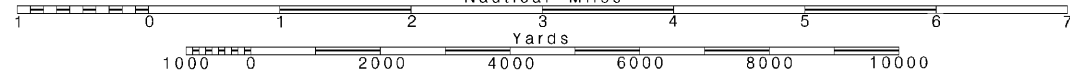
FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10

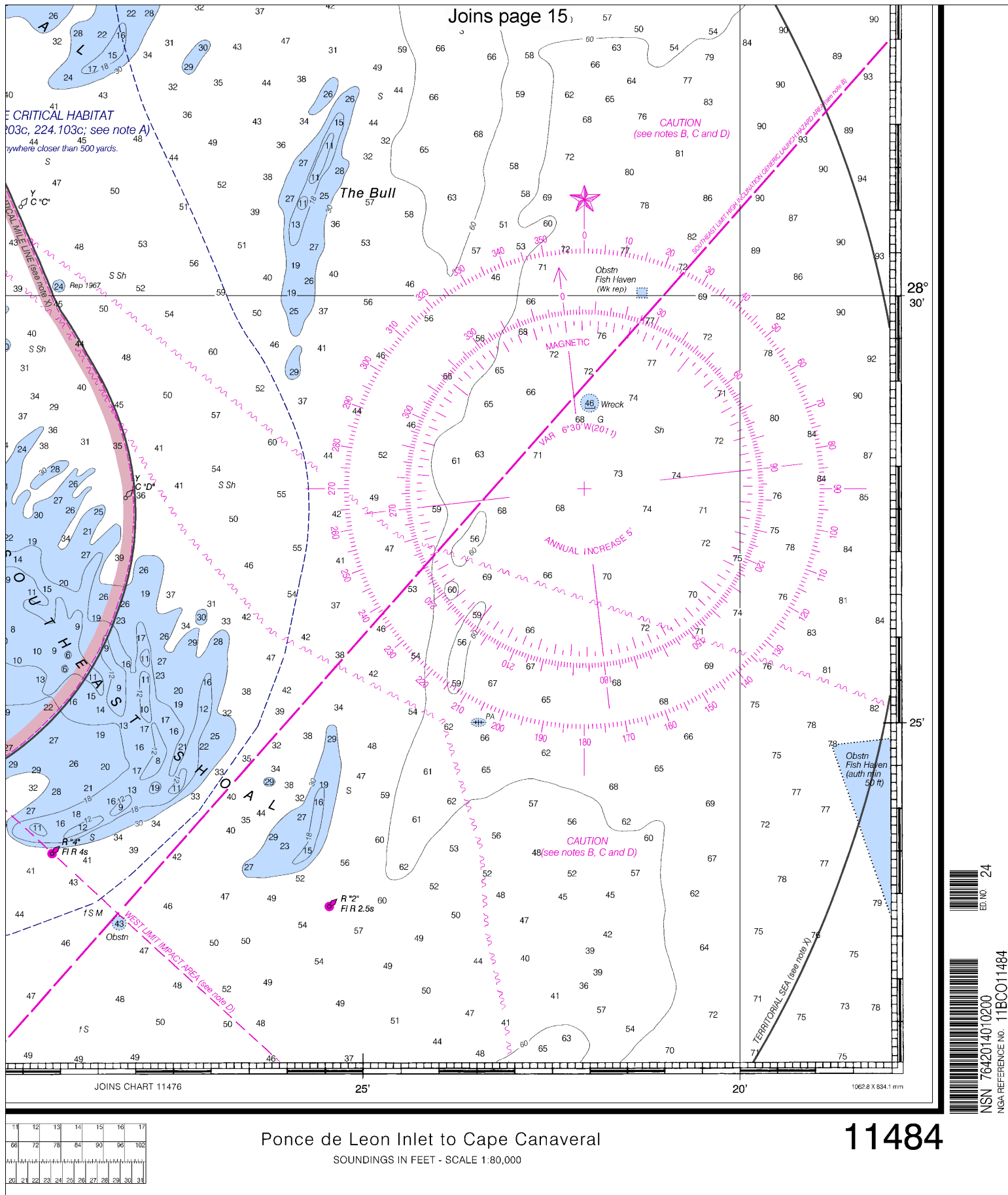
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.







EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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NOAA's Office of Coast Survey



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